(d) Government of India provides 90% of the estimated capital cost of the schemes taken up under Swajaldhara with the local community contributing the balance funds. Partial sharing of capital cost by the community is a Central aspect of the reform process aimed at inculcating a sense of ownership amongst the people with a view to facilitating their involvement in the implementation and upkeep of the schemes. As such, contribution from the MPs Local Area Development Fund scheme as a substitute of community contribution is not envisaged.

Availability of bitumen

†1590. SHRIMATI KUM KUM RAI: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether roads are metalled under Pradhan Mantri Gram Sadak Yojana;

(b) if so, what is the procedure to ensure easy availability of necessary Alkatra (Bitumen) for metalling of roads; and

(c) whether it is a fact that non-availability of bitumen in time affect quality of roads?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. NARENDRA): (a) to (c) The Pradhan Mantri Gram Sadak Yojana (PMGSY) aims at providing connectivity by way of all-weather roads to eligible unconnected habitations. The design and standards are as laid out in the Rural Roads Manual (IRC SP; 20:2002). The pavement should be negotiable during all weathers, but this does not necessarily imply that it should be paved or surfaced or black topped.

The road works are executed by State Government Agencies through contracts as per the PMGSY Standard Bidding Document. The State Governments take necessary steps to ensure that bitumen is available in adequate quantity. In case for any reason there is a large time gap before application of bituminous layer, rerolling/profile correction of the metal layer is required to be done to maintain the requisite quality.

†Original notice of the question was received in Hindi.